

## Research Methodology

This report is based on the results of Comment Form #1 for the SR-92, Lehi-Highland, Environmental Assessment Project. The comment form was distributed at a public meeting held on February 22, 2007 in Lehi, Utah and was also posted on the project web site at [www.udot.utah.gov/sr-92](http://www.udot.utah.gov/sr-92) from February 22, 2007 through March 31, 2007. A link to the online comment form was emailed to the project database on March 16, 2007. The overall goal of the comment form was to establish/determine the needs of the SR-92 corridor according to those that travel it the most. It also sought input on possible solutions for the corridor.

## Comment Form

The comment form questions fit into three categories. They are as follows:

- Demographics and Frequency of Use
- Identification of Needs/Issues and Areas of Concern
- Possible Solutions to be Considered

The comment form also included two free-response questions regarding specific concerns and ideas for solutions. At the end of the comment form, a free-response section was also provided to give respondents the opportunity to provide any additional comments on the project. (The exact wording from the free-response sections are included in this report. Any spelling or grammatical errors have been included.) A copy of the original comment form immediately follows this summary page.

## Explanation of Data

The comment form results are depicted in the following data summary and by pie charts and graphs. Following each pie chart and graph are any comments or free responses related to that specific question. At the end of this report is a list of the comments received from the two free-response questions and the general free-response section that was provided at the end of the comment form.

## Data Summary

In order to provide a concise overview of the comment form results, the following bulleted list summarizes the preferences of the majority of respondents. This section only examines what the majority of respondents stated and does not reference the minority opinions. The complete comment form report, which follows this summary, includes all responses submitted.

272 comment forms were submitted.

- The majority of respondents live in either Lehi (23%) or Highland (23%).
- 42% of respondents travel along the SR-92 corridor 5+ *Days per Week*.
- 71% of respondents identified themselves as a *Resident*.
- 71% of respondents identified *Access to I-15* as the reason they utilize the SR-92 corridor.
- 86% of respondents identified *Traffic Congestion* as an issue that concerns them along the SR-92 corridor.
- 75% of respondents identified *Safety* as an issue that concerns them along the SR-92 corridor.
- 60% of respondents are concerned with *All Sections* along the SR-92 corridor.

## SR-92 Comment Form

### In which community do you live?

- ☐ Alpine
- ☐ Cedar Hills
- ☐ Highland

- ☐ Lehi
- ☐ Salt Lake Valley
- ☐ Other \_\_\_\_\_

### How often do you travel along SR-92?

- ☐ 0-1 Day/Week
- ☐ 2-3 Days/Week

- ☐ 4-5 Days/Week
- ☐ 5+ Days/Week

### Which of the following would best describe you? (More than one option may be chosen)

- ☐ Commuter
- ☐ Resident
- ☐ Business Owner
- ☐ Recreational User

- ☐ Developer
- ☐ Landowner
- ☐ Employee at a Business along SR-92
- ☐ Other \_\_\_\_\_

### What best describes why you utilize the SR-92 corridor? (More than one option may be chosen)

- ☐ Access to and from I-15
- ☐ Local Trips (shopping, schools, work)
- ☐ Exercise (walking, jogging, etc.)
- ☐ Bicycling

- ☐ Access to Canyon
- ☐ Access to Trails
- ☐ Other \_\_\_\_\_

### Which of the following issues concern you along the SR-92 corridor? (More than one option may be chosen)

- ☐ Traffic Congestion
- ☐ Safety
- ☐ Noise
- ☐ Air Quality
- ☐ Water Quality
- ☐ Pedestrian and Bicycle Access/Trails

- ☐ Community Impacts
- ☐ Aesthetics
- ☐ Visual Impacts
- ☐ Construction Impacts
- ☐ Other \_\_\_\_\_

**What sections of SR-92, from I-15 to the mouth of American Fork Canyon, are you most concerned about? (More than one option may be chosen)**

- |   |   |
|---|---|
| <input type="checkbox"/> I-15 to Triumph Boulevard                                  | <input type="checkbox"/> 1200 East to Alpine Highway (SR-74)            |
| <input type="checkbox"/> Triumph Boulevard to 1200 West (Lehi)                      | <input type="checkbox"/> Alpine Highway to 4800 West                    |
| <input type="checkbox"/> 1200 West to Center Street (Lehi)                          | <input type="checkbox"/> 4800 West to the mouth of American Fork Canyon |
| <input type="checkbox"/> 1200 West to 1200 East (entrance to IM Flash Technologies) | <input type="checkbox"/> All Sections                                   |

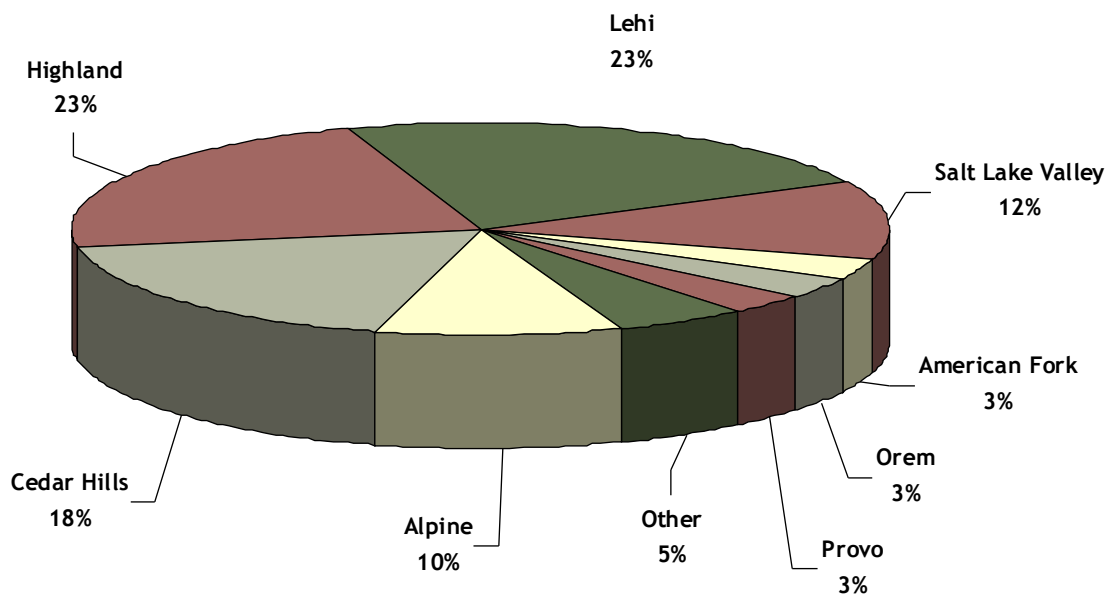
**Of the area(s) you identified above, what are your specific concerns?**

**What are your ideas for solutions to these concerns?**

**Do you have any additional comments, questions, or suggestions? (If you would like a response, please provide your contact information)**

Thank you for your comments. You may mail this form in to the project team at H.W. Lochner, Inc., c/o SR-92, 310 East 4500 South, Suite 600, Salt Lake City, Utah 84107. This form is also available to fill out on the project web site at [www.udot.utah.gov/sr-92](http://www.udot.utah.gov/sr-92).

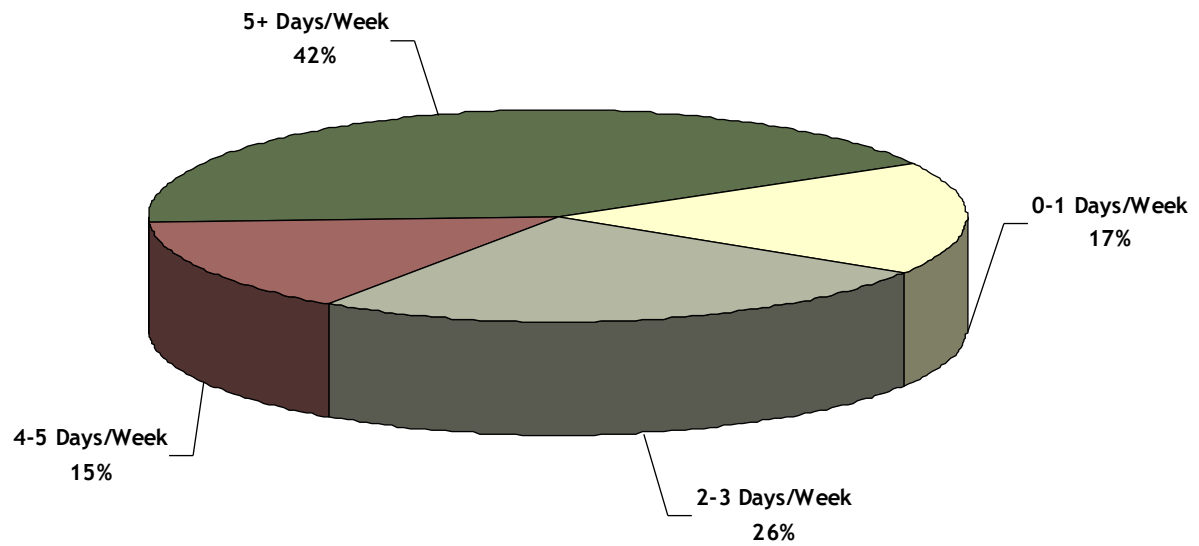
## In which community do you live?



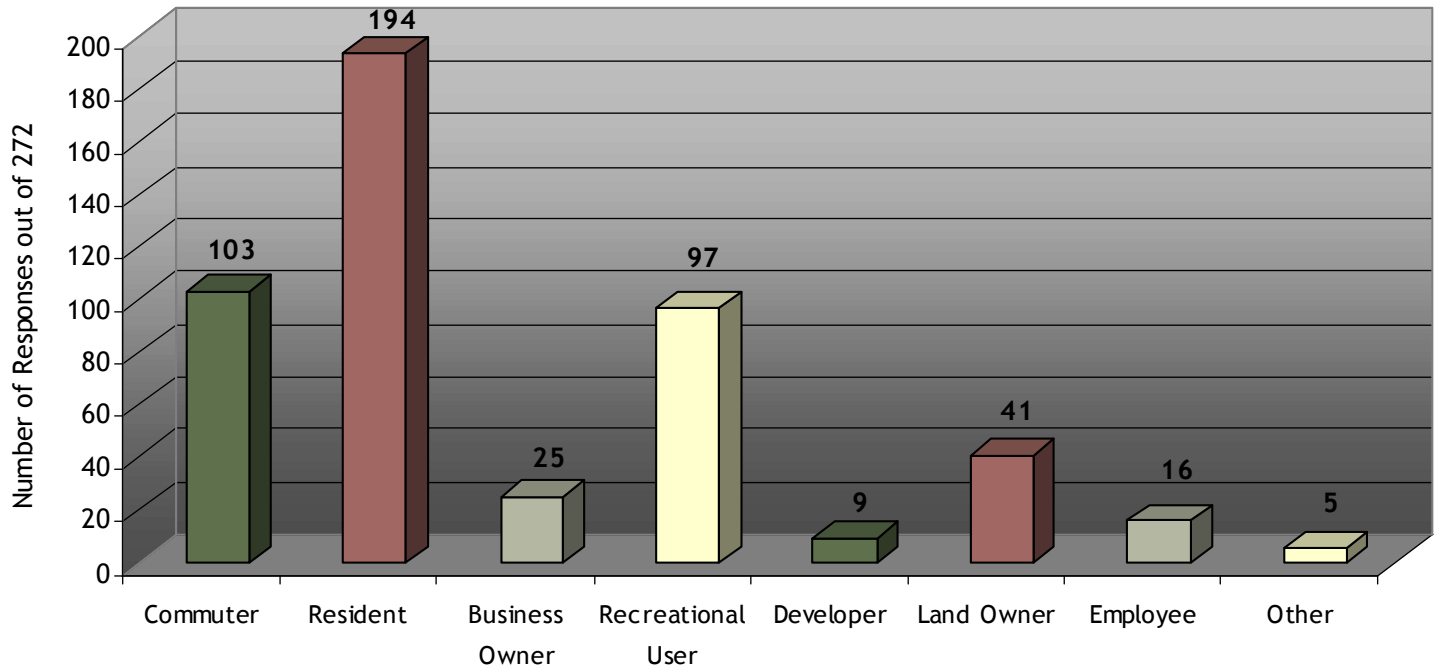
### Other:

Pleasant Grove  
Saratoga Springs  
Eagle Mountain  
Payson  
Draper  
Suncrest  
Spanish Fork  
Riverton  
Springville  
Brookhaven  
Traverse Mountain

## How often do you travel along SR-92?



## Which of the following would best describe you?



### Other:

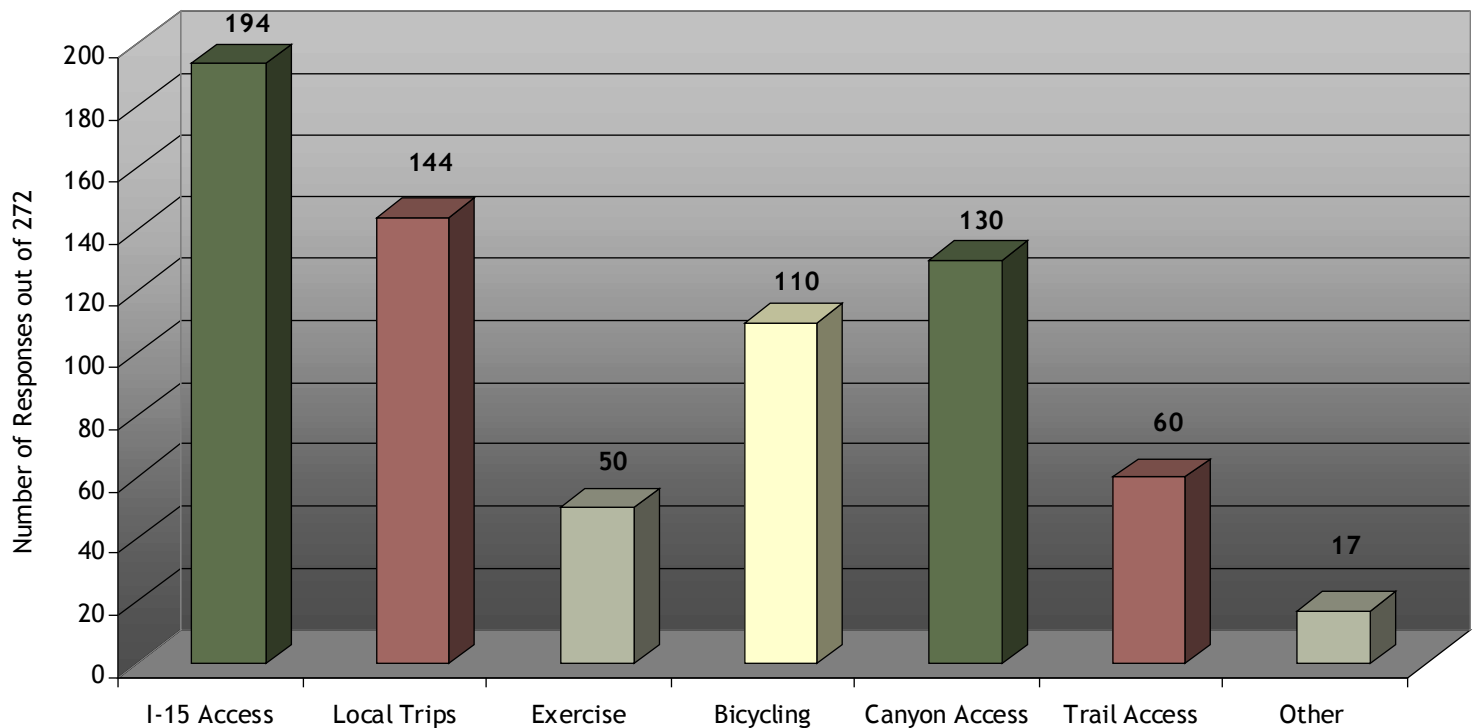
Drive the road for business

My Children travel it everyday for Schools in Alpine

CYCLIST

Cyclist

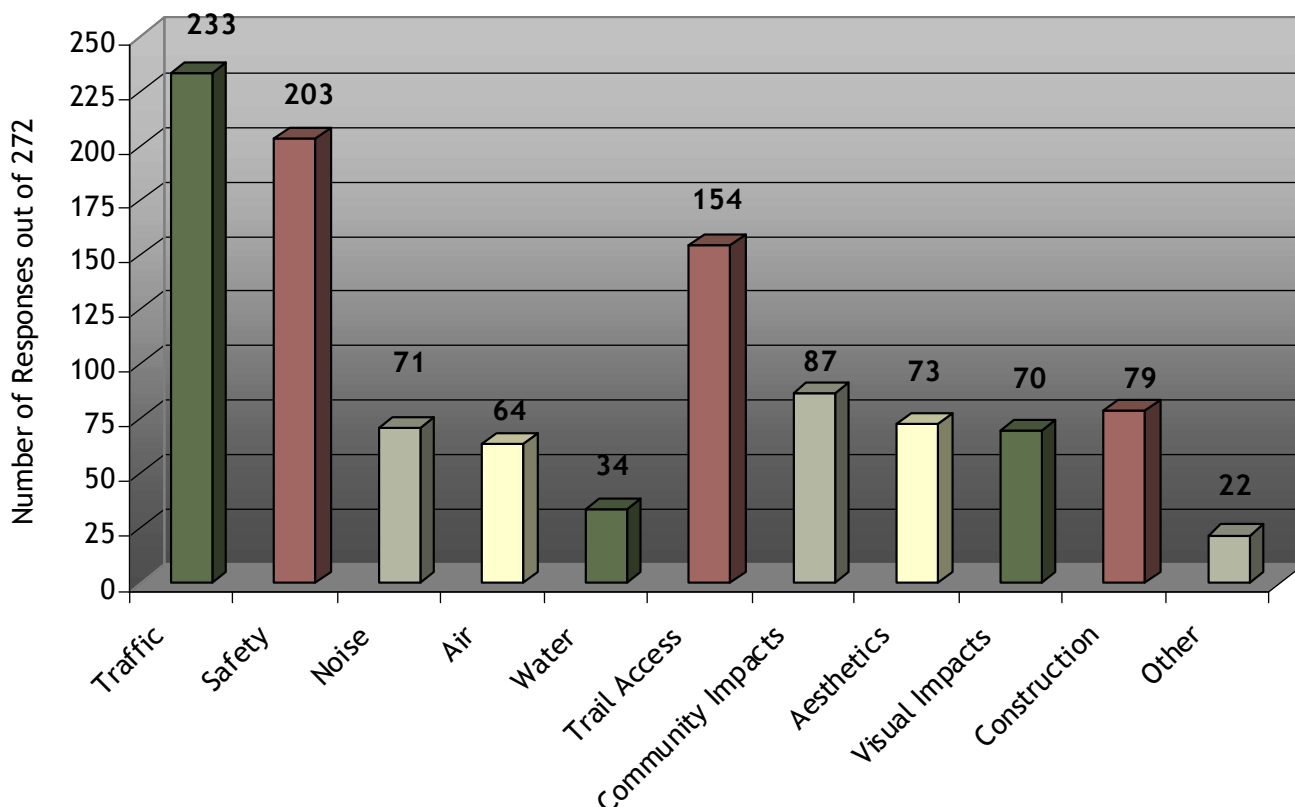
## What best describes why you utilize the SR-92 corridor?



### Other:

Work at Intel Micron  
 We live on it  
 We live on it. Bank, Grocery, Access I-15, school, etc, etc.  
 Driving to Mountain Ridge Jr. High from Cedar Hills  
 Work  
 It needs a traffic light!  
 Drive the road for business  
 Access to home  
 Live on north Side of SR92  
 Mt. Timpanogas Temple  
 New Business  
 Access to work  
 IMFT  
 Family  
 Access to SL Valley  
 commute to IMFlash  
 Grocery shopping, golfing

## Which of the following issues concern you along the SR-92 corridor?



### Other:

my home

Weather: Snow drifts from the north

Put interior collector roads parallel with SR92 both sides to Bull River (Highland Blvd)

quality of living

Need mass transit/light rail

All new subdivisions add 2 cars per home to existing traffic flow

deer and other animals

smooth traffic flow anytime day or night.

Increased time it will take to get from Highland to I-15

Bike trails are a very important component. A similar path as that found along Provo Canyon would be a huge positive in giving the area a freeway which has access for recreational users

love to have a sound barrier from 600 E to 1200 E

Easy quick access to I-15

lack of adequate traffic signals and proper timing.

Disaster Evacuation

Some places do not have a wide enough shoulder

speed of vehicles with close proximity to bicycles

are we going to lose are home

Lighting

Accessibility

My home

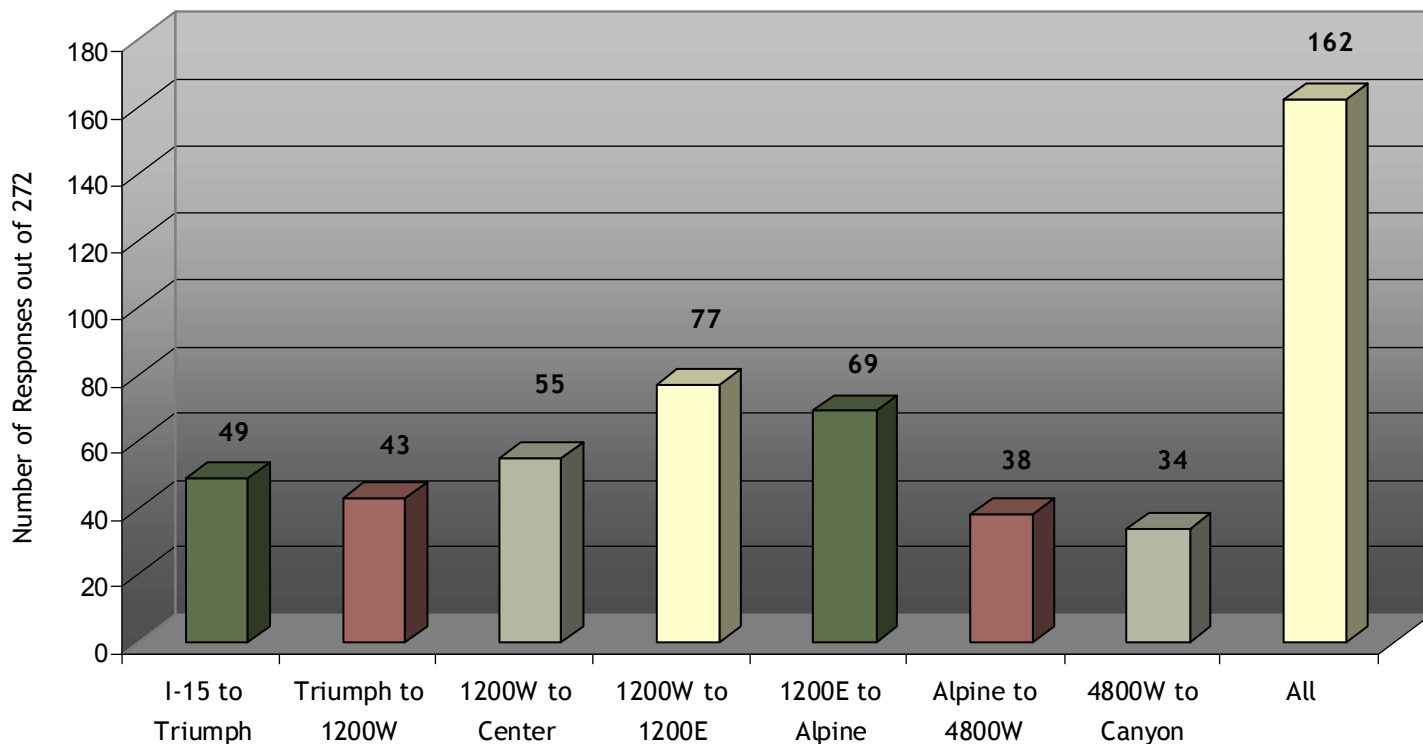
VERY LITTLE IDENTIFICATION OF SUNCREST DR. NO TRAFFIC LIGHT @ SUNCREST DR.

I live on SR-92 This will negatively affect my property value in the future.

Accidents, wind, blowing snow Who is going to pay for plowing & removal of snow



What sections of SR-92, from I-15 to the mouth American Fork Canyon, are you most concerned about?



## Of the areas you identified, what are your specific concerns?

- I would like the construction to not severely impact my commute to I-15. I would like the highway to be free of billboards and advertisements as it leads to a recreation area. I would like the project to provide better pedestrian and cycling access along the highway corridor. This should preferably include a pedestrian and bike path that is separated from the highway corridor so that cars and pedestrians do not use the same or adjacent lanes. Bikes should be able to make the journey with underpasses that avoid stoplights. Water quality needs to be preserved for the American Fork River and surrounding ditches.
- Safety for bicycle riders
- my home is at the corner of 6400 W, right of SR 92 - what is the impact going to be for the homes that are right on that road or an intersection? Was unable to attend the meeting and so do not know if this concern was addressed. As it is right now, we have a difficult time pulling out of the intersection there, traffic is heavy, and noisy, etc.
- Please include bike lanes as this is a main artery and is a high use road.
- If bicycle traffic is to be allowed on the new section of road, it needs to be wide enough to allow for them to be out of the way of traffic. Bicycles pose a very dangerous problem along heavily traveled highways. In my opinion, they should not be allowed on such a busy road as SR-92. Also, I think a good, high fence with deer gates should be installed to try to reduce the number of animals killed on SR-92 each year.
- TRAFFIC CONGESTION the entire length, but particularly from SR-74 to I-15. SAFETY with school children at 4800 West and SR-74. With Bikes the entire length.
- congestion
- The major concern is the number of traffic lights that could significantly reduce travel time to/from I-15. SR-92 should be widened to four lanes at least to the "four" corners intersection in Highland (at Chevron). A wind block (such as pine trees) on the north side would be a great addition particularly west of the IM Flash plant; though this may be impractical. Also deer migration should be considered as a safety concern.
- Because we are so close to that road, our main concern is noise and safety of our children.
- Traffic congestion, traffic lights not being coordinated and not giving enough priority to SR-92 traffic
- Too much traffic congestion and too many entry points.
- 6-8 lanes, bicycle/trail underpasses
- Use some type of frontage road system through the Lehi section of SR-92 so we don't have a million traffic lights to get to I-15 (please do not make SR-92 another Bangerter Highway)
- single only lane is not safe when behind a "slowpoke" driver and others behind tend to make "chancey" decisions increasing the risks of accidents
- Open up traffic flow thru subdivisions so we can use alternate routes. Making left hand turns off from side streets.
- To many points of ingress & egress ruins traffic flow
- Definitely not a safe highway due to congestion, speeding, not enough lanes for present traffic.
- At this time SR92 is not a safe highway - too congested, speeding, not enough lanes to handle present traffic. As this area grows, so do the traffic problems - a given!
- Need 4 lanes plus a full improved median. Lanes for bicycle traffic a must. Aesthetics need to be primary considerations. Local jurisdictions need to be involved to make sure north/south roads are improved to a standard that supports the needs of SR92. Property should be located and set aside for park and ride/intermodal hubs. Access to SR92 should be strictly limited. Traffic should be collected on local roads and funnelled on SR92 at major intersections.
- Adequate lanes. Bike lanes. Future planning for mass transit like light rail.
- Traffic congestion
- Need a left turn signal at 1200 East in Lehi to the west it is not safe now! Air quality, noise & impact on Lehi - as traffic increases to east!
- Traffic increases on 4800 West St. High school students, temple patrons, Cedar Hills residents commuting to SLC, Alpine residents commuting to AP, PG, Orem, Provo, or south on I-15.
- 4800 West in Highland out to I-15 - this road will be an alternate route when I-15 reconstruction begins. The number of signaled intersection out to the freeway must be kept to a minimum. Impacts from Traverse Mountain (intersections) will kill this road - LOS F
- The traffic moves very slowly, and the lights slow it down considerably. At rush hour it is horrible. Safety is also a real concern -- the lighting of most of SR-92 is non-existent. Furthermore, with the anticipated growth, it will get worse unless you do something immediately.
- Traffic congestion and too many traffic lights! I have seen very dangerous conditions where people pass on the right

- (shoulder of the road) because they get impatient with a large truck or a string of traffic at a red light.
- The road needs to be widened to at least 4 lanes plus a turning lane. The road is getting unsafe to drive on with all the traffic and it is going to get much worse with the new commercial development planned along the route.
  - Too much traffic congestion! Lack of safety!
  - Turn off onto Bull River Road
  - Congestions
  - The transition from four to two and back to four lanes is not good, should be four lanes the entire way.
  - Anywhere it is only 2 lanes.
  - I would like to see a wide shoulder or separate paved path for cyclists and joggers.
  - E/W light turns red at Center St. when there is no need! (because there is no northbound traffic) b. 1/2 mile line going into IMFlash during shift changes adds 5-7 minutes to commute on I-15 danger of reckless drivers passing on the right of lane waiting for light to change. c. rush hour blocking left turn bay on eastbound SR-92 at 6000 W.
  - safe traffic flow. improved lighting. discourage elk or deer from crossing the highway.
  - From Highland to I-15
  - Utah county roads need to have bike lanes and encourage bicycling both for commuting and for fitness and recreation.
  - With the increased growth, there is increased traffic. The road needs to be expanded to accommodate the traffic without causing congestion at lights, especially in front of IM flash. More turn lanes for right turners heading eastbound would also be helpful.
  - No bike lane for recreational use. Often cars are parked on the side forcing recreational users into traffic lanes.
  - Congestion during commute hours.
  - The full length of the corridor is congested. Further development will only make the problem worse.
  - not enough width for bikers/runners; need double lanes to help with congestion
  - Traffic congestion. Adequate shoulder space for bicycles. Snow drifts in winter and deer crossings
  - Bicycle safety is of paramount concern. My second concern is the traffic congestion caused by the installation of traffic lights along this highway.
  - safety for cyclists
  - As a regular cyclist, I frequently use SR 92 in my rides. It's the only option in the area, but it has become extremely DANGEROUS for cyclists. A bike lane is a MUST.
  - No bicycle lane. And some sections do not have enough shoulder for safe bicycle travel.
  - To insure that travel is safe and convenient, and also safe for bicycling.
  - Safety for bicycles
  - there isn't a big enough bike shoulder, and what is there is so rocky and gravelly that it is hard if not unsafe to ride a bike on
  - Not currently a safe layout for general traffic and especially for bicycling
  - Growing congestion and Bicycle safety
  - noise, aesthetics
  - Traffic congestion during commuting times. 7-9AM 4-6PM
  - Cyclists in UT have been pretty neglected and it has led to more than our fair share of deaths and injuries. Drivers refuse to take responsibility for their own cars and also refuse to give bikes their legal right of way. Either bike lanes need to be created on all major highways or enforcement of current laws needs to happen. Even with enforcement of current laws, I am sure accidents will still happen, with bike lanes the opportunity for tragic events is minimized.
  - Having a shoulder along the road wide enough to accommodate cyclists.
  - unsafe for riding bicycles, cars travel too fast
  - I avoid going to I-15 on SR92 because of the commuter traffic to Micron. SR 92 is busy into Highland/Alpine but not unbearable. I often bike along this road and am concerned that there is not a separate bike lane. A bike lane gives you an added measure of security and separation from traffic. I know I still must be vigilant but having that extra separation from traffic as well as the dedicated bike lane would be invaluable.
  - Safety, Speed limit, too much traffic
  - The intersections on either side of I-15 are poorly designed and need to be expanded for greater amounts of traffic.
  - The amount of traffic on U92 makes it very dangerous for any kind of pedestrian traffic. I live in Bull River right on U92 and family members riding their bikes on the highway is frightening. A man riding his bike was killed in the bottom of the dip by Bull River just a couple of years ago. We ride there all of the time as we have no other choice of highway access.
  - Children walking to school. Local community walking to business district. The speeds of this highway are much too high and should be lowered along with alternate paths for non-local drivers.
  - Especially with the opening of the Flash Plant (great for the area) there are too many cars for the design of the road. You can definitely tell when a shift is leaving the plant. These leads to frustrated impatient drivers. This is bad when I am with my family in the car, but especially worries me when I am on my bike. There is really no other way to get to/

from American Fork Canyon without using SR-92.

- Traffic congestion, and access to the freeway incase of an evacuation. Safe bycycle and pedestrian access.
- The road needs to be widened clear to the mouth of the canyon. We need at least two lanes going each direction to handle the amount of traffic the road gets now.
- Bicycle Lanes, or at least wide enough shoulders to safely ride alongside traffic.
- Access for bicyclists~continue to keep the wide shoulder area!
- Poor sholder up keep. Small sholders not enough room for bikes.
- Room for bicyclists
- For much of the road there is only one lane in both directions. The speed at which motorists travel and the lack of any type of passing lane or lane divider from on-coming travic makes the road pretty unsafe to travel, especially at night or during bad weather, not to mention that the road is heavily travelled and always busy/crowded. Also, the road is extremely hazardous during snow or ice storms, or during high winds, especially if snow is drifting across the road.
- The traffic signal at the IM Flash entrance causes long delays in both directions. Apparently a "smart" system was not installed because I see the turn lights go on even when this is no traffic in the turning lanes.
- Need wide roads for multiple lanes and safety of cyclists, runners, etc.
- Not enough traffic lanes between I-15 and Alpine Hwy.
- you ever tried to make a left turn off of Lehi Center Street? Nightmare!
- I drive and ride the entire length of SR-92. SR-92 is not just a highway, it provides access to Timpanogos, a national treasure, and Sundance during spring, summer and fall. Residential growth has created congestion and in the course this has created a hazard to the remaining bikers and joggers that venture and use SR-92. We need to ensure a project this project restores a balance and it provides an inviting and safe environment to bikers and joggers and enables us to safely and fully enjoy Timpanogos and the area.
- Very narrow shoulder specifically for biking with no bike path.
- The congestion, and the traffic signals are bad. The cameras on the new lights, like at 1200 East Lehi pick up cars clear down by Dry Creek stopping traffic on SR-92 when there are many cars on SR-92 and one car a half mile away on 1200 East. The congestion coming out of Micron is really bad several times during the day. I ride a bicycle on this highway quite often also and am concerned about good shoulders. A trail along the highway would be wonderful.
- Access for cyclists is extremely dangerous.
- Way too much traffic. No lights are timed. Need two lanes along most.
- bicycle safety
- The congestion caused by the single lane of traffic in each direction.
- relatively narrow shoulder, people seem to drive much faster than the speed limit. Due to development in the Highland/Alpine area, it also seems to be a much more frequently-traveled road than it used to be.
- Bicycle safety particularly crossing from 6400 W to head westbound on SR-92. No stop light to allow safe traversing of the highway with heavy traffic.
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- WIDE SAFE SHOULDER FOR BICYCLING FROM I-15 TO AMERICAN FORK CANYON
- Safety - Access to Highland Blvd
- I/M Flash to I-15 when they have shift change at the plant it is gridlock
- I hope that any improvements to the road will include a bicycle path or lane.
- NARROW SHOULDERS FOR CYCLING AND WALKING; TRAFFIC CONJESTION GETTING ON AND OFF; SPEED SEEMS EXCESSIVE FOR THE AMOUNT OF TRAFFIC; POTENTIAL HEAD-ON ACCIDENTS; TRAFFIC NOISE HAS INCREASED SUBSTANTIALLY OVER THE PAST 6 YEARS.
- EXITS OFF I-15 TO ALPINE AND LEHI
- we need to minimize snow drifting on the highway in the winter. Give enough lanes to keep traffic flowing.
- Speed of Cars.
- Corridor from west Highland City limits to mouth of canyon
- Traffic congestion and unsafe conditions due to there being only one lane each way for most of SR-92 between Highland and the I-15 interchange.
- Traffic congestion and unsafe conditions due to there being only one lane each way for most of SR-92 between Highland and the I-15 interchange.
- The road needs widened now not in 4 years.
- The volume of traffic could become very high relative to the capacity of SR-92.
- I've lived on 92 for 85 years. 91 years old - one of the older in Highland. I have lots of ideas and story of 85 years on 92.
- 600 E to 1200 E noise- safety
- Congestion safety
- This road has become a collector road for too many people. It needs to accommodate easy efficient flow of the traffic

and a direct route without lots of traffic lights to I-15.

- Safely getting onto SR-92
- I15 to SR92 interchange. Volume of traffic traffic
- Safety & capacity
- Stop light on SR-92
- Too much traffic and little has been done to plan for or accommodate it. When Cabelas came it was widened just enough for the Cabelas traffic.. thats great and all but its only 1/20th of the overall problem. Furthermore, the road is too narrow for bikes so using it for anything other than driving to/from alpine/highland is not practical (would never bike this road, value life too much).
- This is the only east west avenue for residents of east highland and cedar hills. Causing traffic problems going to and from the high school via 92 is very difficult before and after school. Also the buisiness impact from IM is very concerning, since it causes great backups both ways in the morning and evening time travel. More stop lights will make this worse and once where the travel time from the mouth of af canyon to il5 was 10 minutes now is over 20 minutes and will only get worse with no alternative east west route.
- Highland dr. and SR-92 intersection. there should be a traffic light.
- The traffic from Micron to 15 is insane and must be remedied.
- When we use that intersection, it is very hard to get across when you are turning left, causing a hazard for my children who drive down that way. When you are coming from the I-15 exit you are unable to turn left for there is to much traffic.
- Road is too narrow and cannot handle growing traffic, especially with IM Flash now ramping up. Also concerned about how icy it gets when snow blows across it west of IM Flash.
- This is a very popular route for cyclists, and their safety and their rights to the road need to be considered.
- Air pollution from increased traffic. Distruction of the rural atmosphere.
- Safety of the entire section for motorists & cyclists.
- I think it is confusing especially for those who do not drive the road frequently. I think the merge comes with little warning. Those that drive it regularly tend to speed up and try to pass at the last minute which is dangerous.
- Access to SR-92 from Suncrest Dr. Turning left on to SR 92 at mouth of Am Fork Canyon-dangerous intersecion as the steep hill and the fact that the road ends right there creates a dangerous situation if drivers are unfamiar with the road
- Car - bicycle conflict
- For those of us who have property bordering the road, we like to know what the setbacks will be and what the implications will be for hundred year old irrigation ditches and fences?
- I would like to see a bike lane or at least a wide shoulder for safety of cyclists and runners.
- The intersection where the Alpine Highways meets SR92. It is very hard to turn left from this intersection during heavy traffic.
- If there were a place for bikers, I would ride more often... Cars traveling along there are moving to fast to mix with cyclists!
- Bicycle Lanes or wider shoulder
- I would like to make sure that a bike and pedestrian lane is available to make it safer for them. I also believe that we need more than one lane either way. I think 2 lanes would be good.
- Creating wider shoulders for bicycle commuting and recreational use.
- Traffic and travel time
- please add full bike lanes
- Whenever possible the shoulder should be smoothly paved and several feet wide. Share the road signs are appreciated.
- Protecting Cyclists from vehicles
- traffic and road conditions--as a cyclist there needs to be an adequate shoulder or bike lane to increase the safety in this area.
- I want to voice my support for the importance of Bicycle Access for this corridor. There are no other highway access arterials serving Alpine/Highland/Cedar Hills serving north Utah county. This access is critical to ensuring that bicycle commuting is viable from these communities. Bike lanes as a minimum and or bike/pedestrian paths are essential to the rebuild.
- Cyclist safety
- Shoulder
- Not enough room for bikes. Put in a bike path like the Provo River path or Jordan river path.
- A number of us use SR-92 from I15 to the mouth of American Fork Canyon and often into the Canyon on Bicycles. Although most sections currently have adequate shoulders, some areas are a little limited, and the speed of vehicles along this stretch is often quite high. As development continues this road will only get busier.
- The lack of a designated bike lane.
- There is more and more traffic all the time along this highway and traffic is going at a high rate of speed. It would be

- nice to keep the speed at 55 mph and have a wide shoulder for bikes to travel safely
- I am concerned about traffic congestion and safety for bicyclists and pedestrians.
- There seems to be more traffic than a two-lane road can currently bear.
- More access to safe roads for cyclists
- increased congestion due to continued development
- Traffic congestion in the two lane portion of SR-92 causes undue delays and makes people take chances in passing and entering the highway. With the growth in the area, these problems will only get worse.
- It is difficult to turn left onto the frontage road gle other road to Traverse Mountain
- If we are going to lose home, if not how much land
- moise, polution,
- Traffic noise 2.safety 3. traffic congestion 4. air quality 5. Visual impacts 6. community impacts 7. aestherics
- especially at intersections of SR-92 and Highland Blvd.
- TRAFFIC NOISE SAFETY (CARS AND TRUCKS RUNNING OFF ROADWAY INTO HOMES) POLUTION FROM VEHICLES
- safety--cars routinely speed my doctor is in Highland & I'l like to arrive safely otherwise I try to stay off that road.
- NEEDING A NOISE AND SAFEY BERM ALONG THE HIGHWAY ALONG THE EXISTING AND FUTURE SUBDIVISIONS. Number of lanes along the highway to handle heavy traffic already there.
- THROUGH PUT TO FREEWAY, LOCAL ACCESS TO BUSINESSES, HIGHLAND AREA,
- The road is not wide enough to handle existing and certainly future traffic. Nor is it able to accommodate pedestrian traffic.
- suffidient lanes to handle traffic
- Need to widen roads to handle volumes but still allow communities access to the road
- To many traffic lights congestion at I-15 exits Betty entrance to 92 w/o light--ramps different turning patterns need another exit from I-15-north of Traverse Mt.
- Why do large developments continue to get approved when transportation is already a crisis? 2. What interim or short term solutions are there until the long term solutions materialize (which appear to be many years down the road!) 3. By the time the long term project materializes, will it be sufficient for anticipated growth?
- My back yard borders SR-92 (5631 W I1030 N) we have many mature trees and landscaping. I am concerned about the safety of turning East bound from 5600 W onto SR92, the air and noise polution, and the impact on our property. I am **\*\*very\*\*** concerned about the limbo my family will be in until we know specifically how the project will impact us. I am also concerned about the impact on our property value.
- Level of Traffic Noise Level Entrance and exit onto I 15
- Noise in residential areas closest to SR-92 & aesthetics
- Congestion
- Too many truck from gravel pits. Cabelas, Traverse Mt, Thanksgiving Point Ivory Homes. Time to develop SR 92 to handel the load. Waiting for studies and impact won't do. The impact has already occurred. This road is dangerous.
- Make sure noice is lessened by using landscaping rather than walls. Need light for Bull River Rd onto SR-92.
- No lights for turning from BR road going west bound on SR-92. Need for light at BR road or future connection at 1200 W & SR-92.
- Safe distance from cars while riding a bike.
- Handling traffic for IMFT, safe bicycle traffice travel for commuting and recreation, ease of entrace on and off I-15.
- To many new roads being built to access SR 92 from Lehi and Highland. To many traffic lights.
- SEE ITEM #5 (OTHER) ABOVE
- Traffic congestion can be very bad, especially when Micron is changing shfts. Plus, there are no or few good turn lanes. Traffic flows to 1/2 the speed limit of less.
- 4800 W to I15 - Commuter traffic at times - Snow drifts across the road during strong winds makes this a **\*\*very** bad road**\*\***
- I bought a new home in Brookhaven Villas back near the SR-92\_ I never anticipated the growth that is coming. I am concerned about eh **\*\*noise, air pollution\*\*** (I have asthma) & seeing lots of cars going by--it is bad enough as it is. Safety is a concern if cars run off the highway--we have a school nearby--some kind of barrier nee! The value of my property will be affected.
- Noise--worse with **\*\*six\*\*** lanes! Safety (accident00car careening into back of home, or into canal, or flipping into playground at charter school)
- Stop lights that cause traffic to Back up! The road needs limited stop lights, constant flow of traffic with limited cross traffic (Limited Access).
- I live a few blocks south of Micron facility and SR 92--concerned about noise, asthetics, and traffic control.
- Traffic has become congested--bringing noise & a safety concern for those living south of SR-92.
- Alpine Hw to triumph



- all of above
- Houses that border SR92 at 5600 W
- Non automobile access. Bicycles would not be able to use this corridor without a wide shoulder or trails. Buses might be stopping along this road in the future. 2- Too many lights. Traffic lights to a lot of damage to the flow of traffic on this road. 3- Construction delays.
- Delays in Getting from Bull River Development To I-15. Safety got Bicyclists
- Alpine Highway to 4800 West 1200 West to Center Street (Lehi)
- Entering SR-92 & Noise & wind
- Traffic Congestion and ease of access
- My backyard in Ivory Ridge backs up to SR 92--we want to view the mountains but are concerned about noise. We \*\*don't want\*\* a wall behind us-- a nicely landscaped berm would be OK
- 20-25 minutes commute at 6:30 AM from Alpine Hwy to I-15! It is so congested that it is unsafe. At non-stop light intersections it is nearly impossible to make left hand turns at certain times of the day--and it is only going to get busier!
- Connection of Bull River Rd to SR92. 2. Connction fo BULL RIVER Rd/1200 west to SR92 3. Connection of 3200 N. Past school and to connect to SR92 4. the "2." connection and the impact of a raised road in winter road conditions
- INTERSECTION @ 6000 W
- noise-
- Noise
- I bicycle to work at micron
- Speed (a reduction in the speed limit to less than 55 would cause a concern in both function and safety)
- I-15 to 6000W Highland 6000W to AF Canyon already wide enough to handle lg. amts. Of traffic. 6000 W to I-15 not yet very developed Do it before for lead impact on communities. I-15 to Triumph Blvd. Is a mess. Micron area a mess.
- All sections to achieve access to I-15 as easy and quicky as possible
- 4800 West to 1100 East AM Fork to 2000 West in Pleasant Grove to I-15
- If SR-92 is widened again to the canyon from 6000 West the marketability of my home will drastically be effected in a negative manner.
- TRAFFIC CONGESTION DUE TO INCREASED DEVELOPMENT.
- KEEP SPEED LIMIT 50 MPH
- 1200 W -->1200 E /CONGESTION --TURNING LANES - SIGNALS /EGRESS FROM IM 1200 e --> SR-74 / ADDITIONAL LANES /CONGESTION FROM CEDAR HILLS /HOG HOLLOW - EGRESS
- My Main concern is safety and ease of access. At times, its hard to actually get on SR92 because of the conjection. Once you get on, it's so crowded that I think people are extra aggressive to get where they are going.
- Safety
- IMPROVE BICYCLE TRAVEL
- TRAFFIC CONGESTION
- Flash Tech congestion am & afternoon
- NOISE CONGESTION
- Traffic Brul wide enough cycling or walking
- Traffic congestion--moritorium on home construction until 92 expanded! -Snow Drifts
- Too many traffic lights, too much stop-n-go.
- make SR-92 a Parkway at least from I-15 to SR-74. Few traffic lights, keep it fast, no houses (driveways) \*\*like Bangerter Hwy\*\*
- Congestion - no more lights on 92 Keep speed 50+ & consistent
- Another Bangerter complete with numerous stoplights and accidents
- Congestion & safety
- Congestion due to heavy traffic, but mostly the traffic lights which bog down the movement of motor vehicles.
- High speed traffic and bicycles
- Highland rd. is way too dangerous to enter the highway to go west and impossible to cross to head east.
- I often jog on SR-92 and there really is no safe way for pedestrians to travel on the road at all. My kids also travel the road to and from school everyday, and the high speeds scare me. Third, when I exit I-15 southbound and turn east, the light after the overpass is not visible until I am right in front of it, which is too late.
- bike lanes and/or wide and clean shoulders
- Bike lane and safety

## What are your ideas for solutions to these concerns?

- Allow travel on existing highway while construction takes place. Build a bike and pedestrian path that is removed from the highway so that people on foot or on bike do not have to be near traffic. Construct underpasses for the bike lane to speed travel. Convince Lehi and Highland to build a network of trails in the area that connect to this new path.
- adding a bike lane
- Road will probably need to be made wider and more lights need to be put in.
- I think bike lanes helps to increase driver awareness and safety for all.
- Keep Bicycles off the road. Build a good deer-tight fence and install additional warning signs. Possibly some type of structures, in several different locations along the project could be built to allow the deer and other wildlife to cross over, or under the highway without getting killed in the process.
- CONGESTION: Widening the road to 6 lanes. A frontage road from I15 to at least to 6000 West in Highland, maybe to 4800 West. 3-5 underpasses between I15 and 6000 West in Highland City. Also Underpasses at SR-74 and 4800 West (which will become a 5 lane road). SAFETY: Pedestrian / Bike underpasses at 4800 West, SR-74, 6000 West and at underpasses in Lehi. Separated Bike lanes (not on the shoulder). This could be a separate bike path, for both directions on one side, not just one on each side.
- Timed traffic lights and possibly a frontage road to reduce the number of traffic lights or access to SR-92.
- we live in bull river on gambol oak circle: erect a sound wall for noise in the "dip" which is where the Highland entrance sign is. Safety: cut access to gambol oak and have access thru the patterson subdivision so a light could be installed at that intersection.
- widen existing road to 4 lanes do not allow new intersections, close Bull River Road intersection when 12 West intersection is complete. Adjust traffic light at Lehi Center street to lower priority of Center Street traffic
- Widen the road ASAP and stop adding entry points / traffic lights
- Build a new hiway north of 92 from Alpine to I-15 Lower speed limits through Highland
- Double lanes with turn lane in between, & wider shoulder room.
- Put a frontage road along Flash/Tech. to make merging onto the highway less intrusive. B. Build a nothern highway from Alpine out to the freeway to alleviate congestion on Highland's City Center and residential areas.
- Put a pair of collector roads both side of SR92 from I15 to Highland Blvd
- Consider 10-12 foot burn w/trees - noise, traffic & wind barrier.
- 10-12 foot burn w/trees - noise, traffic, & wind barrier
- Buy ROW now. East/west roads north and south of 92 should be improved/planned to handle traffic that can be dumped onto 92 at strategic points (1200 E, Center, 1200 W). Two new interchanges are needed in this area on I-15 - one south of the point of the mountain and one between Highland Alpine and 1st Lehi exits. Plan for coordinated traffic signals. Consider elevated sections a major intersections.
- Widen road to at least 4 lanes. Bike trail, light rail SPUR planning.
- 6-lane road from I-15 to Alpine Highway
- See PDF of sheet called "ideas for SR-92"
- Turn signals at intersections New interchange at point of the mtn - north of Alpine/Highland exit/SR-92
- Open more north south arterial roads to relieve traffic pressure
- Parallel roads with Traverse Mountain development with restricted access to SR-92. Also Lehi must commit to east-west roads and possible new I-15 intersection (off-ramps) about 1-2 miles south of Alpine-Highland exit (SR-92)
- There should be NO lights stopping traffic heading east and west -- and there should be at least THREE lanes going each way.
- There should be NO lights stopping traffic heading east and west -- and there should be at least THREE lanes going each way.
- Make on and off ramps, get RID of the bazillion traffic lights.
- 4 lanes plus a turning lane.
- Widen the road and create expressway with no traffic lights
- An eccleration lane
- Six lanes from I 15 to the light by the cemetery in higland. At that light make the outside lane a turning lane only and continue with a 4 lane road to match up with the 4 lane just east of kohlers. leave the rest of the road east in its current configuration
- The primary problem I see is that you get a slow moving car or truck in one of the lanes and there is no way to pass and everything backs up on the two lane portion of the road. A quick solution would be to limit truck traffic during the rush hour periods since they tend not to be able to accelerate quickly after red lights and tend to travel slower than other traffic backing everything up. A mininum speed limit would also help, it is not good when you have a car going



- 35 mph in the 55 mph zones with no way to pass.
- PLEASE widen the road to at LEAST 4 lanes. It is absolutely ridiculous that I can double the time it takes to get to I-15 by getting stuck behind a cement-or other large truck with no way to get around it. The same applies to a driver who insists on driving 35 mph all the way from Kohlers to where it finally widens to 4 lanes in Lehi. Please widen it to 4 lanes.
- Build a separate bike path as part of the project.
- have north bound light traffic activated b. stagger shift changes (IM Flash needs to do this) c. lengthen the left turn lane about 4 car lengths.
- wider lanes. traffic controlled lights. turn lanes for traffic trying to exit of I-92.
- Four lane from Alpine all the way to I-15. Turn lanes and turn out lanes at all intersections. Where lights are present, left turn lights.
- Put bike lanes in all proposed new roads and road changes.
- see above
- Add a bike lane and prohibit cars from parking in the lane.
- a 4-5 lane highway would provide a method of passing at any time. Currently traffic often flows at the rate of the slowest car or usually slowest truck.
- Make 92 an expressway with limited access and separate on / off lanes
- A two lane highway from I-15 to American Fork Canyon
- use some of that extra taxpayer money in Utah county to widen road and provide bike lane
- Widen the road to 2 lanes each direction, have a dedicated shoulder for bike traffic. Build snow drift barriers and if possible have a tunnel type easement for deer crossing.
- My solution is to implement a parallel and separate bicycle path going from Alpine to the I-15 area so that bicycles are not at the extreme risk caused by the current traffic conditions. The bicycle path going north and south along Canyon Road in Orem/Provo would be a fantastic solution! My second concern could be addressed by limiting the number of traffic lights, as there are far too many on this road already. Please do not install any more, for this SIGNIFICANTLY increases the traffic congestion, increases the time it takes to commute and increases the gas consumption. However, if they must be installed, please synchronize the lights!
- wide clean shoulders and bike lanes and paths
- Either a shoulder style Bike Lane, or a separate paved bike path.
- A bicycle lane from I-15 to AF Canyon. At the very least, please assure that there is enough shoulder for bicycles.
- Widen the highway and install bike paths
- Bike lane please
- make a wider shoulder, and sweep the shoulder more frequently
- Add additional lanes and also bike/jogger paths
- 4 lane road plus a bicycle lane
- concrete wall to minimize noise
- Widen road.
- full size bike lanes will provide safety as well as alleviate congestion as cars will be able to pass cyclists without hesitation.
- Do not eliminate the shoulder that is there.
- Build a bicycle path
- Widen the road from I-15 to 1200 E (entrance to IM Flash Technologies). I find that this section is horrible, especially during commute times. The section from 1200 E to the Alpine Highway is fairly heavy but not unbearable. From the Alpine Highway to AF canyon has never been too bad as far as traffic is concerned. The bicyclist in me would love to see a bicycle lane from I-15 all the way to the canyon. And, for good measure, a bike lane up the canyon would be excellent!
- Lower the speed limit in the Residential areas and enforce them.
- Expand SR-92 to 6 six lanes (4 lanes west of I-15) landscaped divided highway. Add paved, landscaped side trail along the highway from AF Canyon to Jordan River Trail with future access to planned Traxx line/Historic Utah Southern Rail Trail.
- I would \*\*love\*\* to see a bicycle lane added to the plans. This would allow for much safer access.
- Lower speed limits to reduce traffic and concerns. Provid alternate routes providing multiple routes and removing heavy traffic.
- The road need to be expanded to two lanes in both directions from I-15 to at least 6000 W. In addition clearly delineated bike lanes such as those on SR-74 need should be added. American Fork Canyon is a natural wonder and SR-92 is the gateway for most users both bicycles and motor vehicles. For those of us who live right off the road a reasonable expansion will make everyone safer.
- providing trails and widening the road.

- Widen the road, two lanes each way plus a center/turn lane.
- See above.
- Make wider shoulders for walkers and bikers.
- Wider sides for riding & jogging.
- I would like to see the road widened to at least two lanes traveling in both directions, preferably with some type of median in the middle. I would also like to see lighting along much of the road. For the winter weather hazards, I would like to see some kind of wind-block or snow-drift blocking fences put up along much of the road during the winter.
- Please provide biking trails as expansion continues in Utah County.
- Change the turn lights to go on only when there is traffic that needs it.
- Wide roads. Fitness trail from I-15 all the way up the canyon - somewhat like Hobbie Creek canyon.
- 3 lanes each direction + center turn lane between I-15 and Alpine Hwy(74) like State st. in Orem. 2 lanes each direction + center turn lane between Alpine Hwy and mouth of American Fork Canyon.
- Two lanes in each direction. Lower the speed limit.
- Expand the lanes in each direction so that there is a bike/jogging path that is separated from the traffic. The path needs a physical separation to ensure car debris does not clutter these paths and that drivers do not veer into these areas.
- Add bike path along entire road. There are so many people that would utilize this. There is a big road biking crowd who live in this area.
- I prefer traffic loops in the pavement to the cameras on the signal poles. The cameras have trouble staying focused in the correct spot, and are bad in stormy weather. I also think it would be great to have a trail along SR- 92 in Lehi.
- Separate cycling path or wider designated cycling shoulder
- Two lanes, timed lights.
- wider lanes for bikes
- Ideally two lanes in each direction with a center turn lane and separate right turn lanes at access points.
- install a designated bike lane, reduce the speed limit and increase police patrol. perhaps widen the road to accomodate the increase in use?
- DESIGNATED BIKE LANE WOULD BE GREAT
- Install traffic lights at the SR-92 Highland Blvd intersection with additional turning lanes
- Shultt employees from the freeway get the project fast tracked--UTA commuter service
- WIDER SHOULDERS FOR BICYCLES; SIDE WALKS TO ACCESS NEW BUSINESSES; 4 LANES OF TRAFFIC PLUS A CENTER TURNING LANE; DECELERATION LANE; SLOWER TRAFFIC WITH A CONSISTANT FLOW.
- MAKE SR92 A FREEWAY NOT A STOP AND GO ROAD
- Wind breaks in the offending areas of drifting snow.
- Definately a bike lane. and signs that say "SHARE THE ROAD" with a bicyclist on it.
- limit lanes to 5 from Highland City Limits to mouth of AF Canyon. Cooperate with Highland & Lehi Cities for alternate bypass routes to reduce trafic on SR 92.
- Widen SR-92 to at least five lanes, with a turn lane in the middle.
- 6 lane road to AF Canyon
- SR-92 needs to be widened to at least 4 or 5 lanes. At the same time in order to maintain a reasonable traffic flow SR-92 should become a limited access highway with no traffic lights at surface level. It will therefore be necessary to create overpasses to facilitate the smooth flow of traffic.
- a 10-12 ft. berm of dirt with evergreen plants on the south side of SR92
- Not sure if not solved more traffic will go on local roads
- Another free way access would be helpful but probably not too feasible. However, creating feeder roads that collect together before accessing SR92 could help. Definitely more lanes on SR 92 are needed.
- Widening of the road - lights at appropriate intersections
- interchange north of SR92 8 lane SR92
- Raised median from I-15 to Triumph Blvd. Added lanes.
- Talk to city about master planning and easements
- Finish the widening from Triumph Blvd to Highland. Fix hidden side streets that are difficult or dangerous to turn on to, or off of. Add a bike trail along side but separate from the road (other side of ditch?) connecting Am. Fork Canyon to the Jordan River Parkway trails.
- Multiple east west routes
- Traffic lights with proper timing for waiting traffic.
- After Micron the road should be much wider. All the way to 15. On the Canyon side it is fine. Or it could be widened to the 5300/Alpine Highway since all the great new malls are going in.
- more lanes
- A TRAFFIC LIGHT!
- Definitely widen the road to 4+ lanes. Also need to create some barriers to keep snow from blowing onto the highway.

- Dedicated bike lanes on both sides of the road, keeping in mind that most cyclists using this road are going very fast (not just recreational bicyclists).
- Do not widen the road beyond four lanes. Restrict roadside building.
- Wide, potentially separate bike lanes. Passing lanes for motorists and speed control.
- In general, I think the road needs to be widened to two lanes. There is too much traffic along the road, and it will only get worse.
- Install signals at Suncrest dr. and flashing red and yellow lights at bottom of Am Fork Cnyon
- Provide bike lanes (preferred) or wide shoulders
- Please communicate with us so we know what you are thinking and how it will effect those of us who have lived here for many, many years and feel pushed out by all the developers
- A separate bike/jogging path would be even better, with possible connections to local community paths. 2. There would still need to be a wide shoulder or bike lane to accommodate cyclists who travel too fast for a multi-use path.
- A traffic light.
- Put a cyclist lane next to the road.
- Paint a bicycle lane or widen the road
- Make a bike lane in addition to 2 lanes going both directions.
- I would like to see sound barriers installed along the corridor to mitigate the noise congestion for the residents along the Highway. Although this is an important project for traffic please keep in mind the residents who will be affected by the noise
- Bike Lanes.
- Increase lanes to 6 and minimize signals. Add more roads to across the moutain so that residents from Highland, Alphine, Cedar hills are having different route to get to Draper, Sandy, and SLC.
- Marked bike lanes, seperate bike paths and visible signs informing drivers to be aware of cyclists.
- widen the road and include a bike lane
- designated bike lane on the road or a grade separated bike lane.
- Increased bike lanes
- Not enough room for bikes. Put in a bike path like the Provo River path or Jordan river path.
- Possible reduced speed limits, enforcement of speed limits, bike specific lanes, advising motorists to share the road &/ or making them aware of the state 3 foot law, etc.
- Add a designated bike lane with corresponding signage.
- Put in enough of a shoulder so that bikes can ride safely on both sides.
- Provide a bike lane as this road is frequently used by cyclists. A pedestrian walkway would also be ideal.
- Make the highway four lanes all the way to the mouth of the canyon.
- Either a very wide shoulder, or a separate, paved bikeway
- need at least 2 lanes in each direction. A freeway would be nice.
- Widen the road to two (2) lanes in each direction plus a passing/left turn lane from I-15 to the mouth of American Fork Canyon.
- Permit left turns on gree light even without a green arrow
- Buy our home
- -Burm with trees (pine and other evergreens) -concrete wall
- A berm w/ trees or shrubs on top on the south side of Highland/alpine highway, particularly from 600 East or Center Street to 1200 East.
- needs traffic light & street lighting. It is curently a dangerous intersection, especially at night.
- Intersection of SR-92 & Highland Blvd. current very heavy traffic flow with unsafe lighting. This is especially true at Draper turnoff. There is no lighting--cars slow down looking for it & cause a hazard--you have to react quickly when you come upon it & can't see the turn lane due to dirt from construction vehicles--lights of on-coming traffic.
- CONSTRUCT A BERM WITH SOME VEGETATION ON TOP TO BUFFER NOISE. THE VEGETATION WILL BE AESTHETICALLY PLEASING.
- The road has to be widened; needs turn lanes both right & left. Lehi Center Street used to be a terribly dangerous turn-off. The light helps.
- A berm with trees to beautify and control noise to residents already there. Concern for the school and other residents safety of vehicle traffic deaths.
- SET UP SR-92 TO BE A BELT LOOP SIMILAR TO I-215. ADD ON/OFF RAMPs, REMOVE STOP LIGHTS. U TILIZE OVERPASSES FOR CROSS TRAFFIC, INCLUDING CYCLISTS (BIKE). UTILIZE/CONSTRUCT FRONTAGE ROADS TO CONNECT LOCAL TRAFFIC AND CONNECT TO SR-92 BELT LOOP.
- That the road will be widened 5-7 lanes with a left turn lane that triffic signals be strategically located and timed correctly to handle morning and evening rush hour traffic. That pedestrian and bicycle lanes be established and landscape buffers be built along the highway.

- additional lanes, traffic lights etc.
- 6 lanes from I-15 to 1200 East. 4 lanes w/ a left turn lane from 1200 East to Alpine Highway. Key to success is improving flows onto I-15. Need either a Bangerter Hwy type or University Pkwy-Orem type.
- Bigger easements for future expou... Better traffic flow Better landscaping
- Temporary Solutions: Improve access onto I-15 northbound Staggered Shifts at Micron Flash Carpooling incentives at Micron Flash
- I recently looked at the results of a research study that demonstrated the negative health impact on children living close to a freeway. With expansion of SR92, I am concerned about the health impact on my children. I am not sure of a solution as I know of the need for expansion of SR92. We recently bought this home, and know we will not be able to buy a home in the same market for the "fair market value price we would get for our home (if our house was to be demolished) I have specific questions about zoning in our area, and what determines when a home is demolished. Thanks
- 6 to 8 Lanes Noise Barrier--Burm with Trees We live across from IM Technologies and it gets pretty noisy
- DO IT RIGHT THE FIRST TIME!!
- Widen the road--additional lanes
- Widening. Passes over for traverse mt. Don't allow stoplights every 1/2 mile. That won't solve the problem. Too many stops for homes not even built yet! (Center St.) Make Traverse me provide a frontage Rd with 1 exit like every other subdivision.
- I want a trail all the way along the corridor not just up by the canyon
- Put in a light at 1200 W & push the road through to SR92
- Wide shoulder area for bikes in a bike lane.
- Good bike paths, 2 lanes all the way would help congestion
- prevent any new road access to SR 92, and increase the number of lanes. The signal lights need to be adjusted. The way it is now, traffic backs up for a mile because of just a couple of cars waiting to get on SR92.
- AS MORE & MORE HOUSING DEVELOPMENT ARE COMPLETED @ SUNCREST AND ALONG SUNCREST DRIVE, ACCESS ONTO SR-92 WILL BECOME CRITICAL. EVEN NOW, HEAVY TRAFFIC ALONG WITH HIGH SPEED MAKE ACCESS DANGEROUS. LARGE DIP IN SR-92 EAST OF SUNCREST DR. EXAGGERATED THE PROBLEM.
- I would like to see 2 lanes for each direction of traffic plus a left turn lane & right turn lanes--limited traffic lights. Expressway feel of traffic flow.
- -Burm along the road (SR-92) - protection from wind and snow drifts which adds additional risk to the travel - improvement I15 access with car traveling both directions under the overpass - provide a good alternate that has access to I-15.
- Some kind of barrier needs to be built. I think a berm would be best--with lots of trees. The dirt wall would help with the noise & the trees would help with the air quality and it could look pretty.
- 1# - \*\*Burm\*\* with pine trees (or other fast growing \*\*evergreen\*\*) 2# - wall (alho not nearly as aesthetically pleasing thru corridor)
- Build a berm along sides of SR-92. Sufficient lanes to and traffic lights to handle traffic and entry & exit onto SR-92.
- I would like to see a berm built with trees- for noise and safety- South of SR-92.
- At least 4 lanes with overpass at 6800 W, IMFT (1200 E), Center Street, and one in the middle of traverse Ridge. (see illustration)
- Berm
- Fair price for housing & property to be taken.
- Plan to accommodate bicycles with a wide shoulder or trails. Plan for bus stops at commercial centers or with turn outs rather than forcing stops & merges right off SR-92. 2- Work with local cities and developers to move traffic to existing lights rather than create new ones 3- Plan construction carefully
- 3 TRAFFIC LANES EASTBOUND 3 TRAFFIC LANES WESTBOUND DEDICATES RIGHT TURN LANES DEDICATED LEFT TURN LANES LANDSCAPED MEDIAN--TRIUMPH BLVD. TO SR-74
- Berm (spelling?)
- Burm - sound & wind barrier
- 4 lane road with minimum side road access
- 7 lane highway with \*\*divided\*\* and landscaped median (3 lanes each direction with center turn lane
- Bermed or cement wall w/trees We would like to see a sound barrier--bermed with trees or concrete wall
- Burmed with trees or cement wall. Would like to see a sound barrier A berm with trees
- keep me safe when I bike
- Design to maintain 55 mph speed limit. If reduced down to 45 or even 35, people will still travel @ 65.
- Expressway Overpass Underpasses No more lights
- BVRM WITH TREES

- Avoid the problems that are present on Bangerter Hiway which is difficult with so many stop lights. Suggest overpass at Flash Technologies. At other intersections have long acceleration lanes to make traffic faster.
- Too late but stop homeowner construction. All the tazes & \$ you could collect on all the new home doesn't creat more water!
- SPUR TO LIGHT RAIL FROM ALPINE TO I-15 WIDEN SR-92--\*\*NOW\*\* PLAN INFRASTRUCTURE  
\*\*BEFORE\*\*ALLOWING DEVELOPMENT & ISSUING PERMITS
- WIDEN ROAD TO 5 LANES - ADDITIONAL SIGNALS
- I only live 3 mines from my work. If there was a safe bike path, I would ride my bike to work as I'm sure others would (reducing traffic). More lanes would also help with bottlenecks & access issues
- divided highway/ snow fences
- SEPARATE BICYCLE FACILITIES, TRAILS HAVE TOO MANY PEDESTRIANS ROAD HAS CARS TOO CLOSE & TOO FAST
- 4 lane highway with center median & spur to future light rail & a frontage road
- speed limits
- Traffic. widen road, name a trail system need a divided Hyway
- -Suspend building permits -erect snowfencing on north side of road
- Make it a "real" freeway with on & off ramps, ramp meters, etc.
- -8 lanes to Kohlers underpasses/overpasses -no access roads w/o lights or houses on sr92
- Underpasses Overpasses, complete with walkways to whichever is cheaper and the most serviceabl.
- making SR-92 a 4-lane route.
- Get rid of the traffic lights down by the old Micron, and the next one West towards I-15. (The ones by Traverse Mtn area are fine.).
- Marked bike lanes on shoulders and bike lane signage
- The entire corridor needs to be a 4-lane highway (2 lanes each way) with ample shoulders and/or designated bike lanes. Full left/right turn lanes need to be put in as well.
- New traffic light at Highland Rd and SR 92
- A pedestrian trail would be so nice. Being so close to the canyon, it would be great to be able to bike or jog to it from my home on Traverse Mountain.
- Include them.



## Do you have any additional comments, questions, or suggestions?

- Please be fair with the property owners who will be involved if the roads are widened and our property is involved. When the road was widened before, promises were made on improvements and things that would be done by UDOT and these things were not taken care of even when contact was made and assurance was given that they would be given.
- It would be great to see a bike lane added. Bicycling is an increasingly popular sport and many people, including non-racers, need a safe way to travel. A good bike lane gets cyclists out of traffic, which makes things safer for both cars and bikes. It also is a great way of providing non-motorized connections between different parts of the valley. Please consider adding a bike lane! Thanks for forum to provide input too!
- If possible, I think some street lights along the full length of the corridor would improve the safety factor.
- Traffic on SR-92 is increased due to the lack of north-south major roadways. Traffic would be reduced if 1200 East in Lehi, as well as SR-74 and 4800 West were widened to 5 lanes. The Bike Trail planned for the Murdock Canal should be incorporated into the plan for bike traffic off SR-92. This trail should be extended as a separate trail along the side of SR-92 to the mouth of American Fork Canyon, rather than be bike lanes on the shoulder.
- A cycling lane would be a valuable addition for both safety and the positive impact on community value. There is currently daily use of the road by people cycling during much of the year (weather permitting).
- NO LIGHT RAIL in that corridor.
- Perhaps IM Flash would be willing to adjust shift changes away from peak traffic hours. Fix your website to accept all text entries. I think the problem is with apostrophes (single quotes).
- The priority of cross traffic to SR92 is way too high especially from Triumph Blvd and the frontage road. Make the green lights less frequent and shorter.
- Lights need to be synchronized, clean up intersection at mouth of canyon, bicycle lanes need to be redesigned so riders are closest to the sidewalk not the shoulder.
- Thank you for your time and efforts in our behalf.
- I live on north 5730 West and making a left turn onto SR92 is difficult now. Please don't make it worse. B. Lower speed limit thru Highland.
- Your UDOT director stated that what was going to be required of the developers of Traverse Ridge at the original zoning hearing in Provo before the Utah County Commission. Live up to what you promised us 10 years ago.
- Plans for a main highway on the "west" side of the valley - a load of traffic congestion would be eliminated if it could bypass the traffic on I-15.
- It would be advantages to have a main highway on the "west" side of the valley to accommodate all through traffic, especially truck. I think that is as important solution to our present & ongoing traffic problem in Utah County.
- Light rail expansion into this area should be considered now. The future population may warrant it. ROW for this should be looked at to keep the option open. Plan for raised landscaped medians along the full length of SR92. This improves the safety and the aesthetics - both very important. Bike paths are a must!
- The open house was not very informative. All this info was on the web site. Writing comments with a marker on maps is a charade.
- Very concerned about air quality! Do not want an elevated (above grade) road.
- Please send me traffic counts for 4800 West - SR-92 southbound to American Fork, SR-74 southbound to American Fork, SR-92 Canyon Road to Pleasant Grove.
- Intermodal transportation HUBS or possible mass transit along SR-92 corridor (rail, bus, park and rides, etc.)
- Please do NOT make this another Bangerter Highway with traffic lights! We need a continuous flow pattern. Maybe some roads that come to a "T" could be designed like Highway 89 near Farmington on the foothills to keep traffic moving?
- This road needed to be widened the full length at least 5 years ago. This project can not happen soon enough.
- A bike path would be wonderful the full length of the road on both sides.
- Make contractor of traverse mountain provide a frontage road down to the lights which are already existing, instead of adding more stoplights along SR-92. Add an impact fee to businesses and housing developments going in along SR-92 so development will slow down.
- It should be policed or patrolled more. I travel it numerous times per day and never see any UHP or local police. People are driving like maniacs, passing in no-pass zones or worse yet you have some folks driving 35 mph which actually pose a greater hazard than the folks driving fast.
- Since my main use of SR-92 is to get to the freeway and I enter SR-92 at the mouth of the canyon, the entire road is a concern. I would probably bike along the road if I thought it to be safe. Since it is a high speed road with no real

dedicated bike lanes, it is not feasible.

- Thank you for your consideration of my opinions. Please keep me informed about plans that are being considered or implemented.
- keep shoulders clean of gravel so cyclists can stay far to the right
- My biggest concern is that residents in the area will be impacted, negatively. Second that recreational users, such as joggers and cyclists will be impacted by not having designated lanes; and that the only consideration that is being looked at is moving more cars up and down the road.
- What type of bicycle access is currently planned for this corridor.
- in days where everyone is concerned about energy consumption, pollution, obesity etc, cycling for short trips and commuting to work is a viable solution to many of these problems. Everything that can be done to encourage cycling as an alternative to traditional transportation or as recreation should be seriously looked at.
- enforce speed limit and post a bicycle path sign and a share the road sign
- I know that the speed limit is a huge concern to all residents that live on SR-92. If you could please lower the speed limit as you enter Highland it would be very much appreciated. My daughter waits for the bus outside our home on the sidewalk and cars are literally flying by. I get frightened, especially in the winter months. Thank You
- Any landscaping that can be done to soften the noise and visual aspects of the highway would be nice. A stop light at the intersection of U92 and Suncrest Drive I believe is planned and sorely needed. It will also allow safer crossing of the highway by pedestrians that live in Bull River as they could just go to the top of the hill and cross at the light, instead of having to go against traffic, clear down to 6000 West to get to a stop light. Thanks to UDOT for collecting opinions before construction begins.
- Our sidewalks are in extreme disrepair and should be fixed prior to any major road construction. This makes it unsafe to travel along this highway.
- I would like to see the natural aesthetics maintained.
- Walking and bike paths would improve the look, beauty and usefulness of the whole area.
- None
- We need better/safer/quicker access to I-15 from Cedar Hills.
- The widening of SR-92 from one lane to two or more cannot happen soon enough!
- Eventual build up of the section between I-15 and 6000W will make travel at 55mph unsafe. The speed limit with the improvements listed in #8 above should be reduced to 45mph between I-15 to Alpine Hwy and 40 mph between Alpine Hwy and mouth of American Fork Canyon. Due to the animal presents (deer & elk) in the evening hours the night time speed limit presently should be dropped to 40-45mph where it is presently 55. This might not be popular with drivers that presently push the speed limit, but how many accidents have happened in the last 10 years because of driving too fast after dark?
- Light at Center Street. Access road at 1200 West, with Stop light.
- The construction offers an opportunity to create balance. The use of 3.5 to 4" decorative barriers and light posts that allow the communities to hang banners to announce community events and flowers would make it far more inviting.
- Please put in a bike trail to make the road safer for cyclist and Joggers!!
- I wish someone could also address the horrible road conditions in Cedar Hills along Canyon Road. It is impossible to bike or run along this road without feeling like I am going to get killed. There are no sidewalks, no shoulder, absolutely horrible. This concerns me even more than SR-92! Specifically the more southern part of Canyon Road right at the border of Pleasant Grove and Cedar Hills where I live. (Canyon Heights area). I know this is not related to this SR-92 issue but hopefully it can be passed along. Thanks!
- no
- Why did it take so long to get this project going?
- I have quit traveling along sr-92 during peak travel times. Even though it is much longer to drive from cedar hills down to the freeway entrance in American Fork it takes less time.
- REDUCE THE SPEED FROM 115 FT EASTWARD TO 45 MPH AND ENFORCE IT. SNOW DRIFTING IS PROBLEM IN THE WINTER; THE STUDY SHOULD INCLUDE AESTHETIC SNOW FENCES TO REDUCE DRIFTING SNOW.
- Lighting would also be a concern. And keep lines painted regularly.
- Bus service or some other type of mass transit would be very helpful for people travelling to SLC from northeast Utah County (Highland, Alpine and Cedar Hills).
- Bus service or some other type of mass transit would be very helpful for people travelling to SLC from northeast Utah County (Highland, Alpine and Cedar Hills).
- Thanks for the opportunity to comment.
- Get ahead of curve
- I-15 we need more exits that will get people off of SR-92
- PLEASE, fix the timings of the lights under the SR-92 overpass and I-15. Eastbound traffic turning left (North) on to I-

15 consistently block traffic coming off of southbound I-15 causing massive congestion. Furthermore, fix your survey app as it does not allow any comments containing an apostrophe. People are getting a microsoft database error related to apostrophes.

- Limit the stop lights and provide for safety with onramps if at all possible at major intersections.
- Yes, the new developments all need access to 15, the other side of Micron is much, much less access needed.
- Many of us would use SR-92 for bicycling more, but it is so dangerous as it now is. Please include a bike lane/path in the redesign!
- I also think it would be nice to have trails to make it easier for bikers along the road.
- I have included my contact info. Please communicate. Thank you
- The light at the entrance to IM Flash Tech. is not very intelligent. I have sat at that light with a green arrow and no cars are in the turn lane, either direction. Why did it give the green arrow??
- Bring awareness and safety for Cyclists is an enormous positive step toward increasing the ability of people to commute by bike. Increasing cycling is good for everyone, it helps to reduce traffic congestion, fuel consumption and keeps people fit!
- Thank you for your consideration. I used to live in Colorado and could commute from Littleton to my office in downtown Denver on a bikeway. It was heaven. I hope to have a trail system like that here in beautiful Utah Valley someday.
- Please fix the problem for far in the future.
- SR-146 could use a serious evaluation as well. The heavy traffic along this route will require some action SOON!
- The highway definitely needs widening. Deaths from traffic accidents have already occurred. Also, the berm with trees will give us (brookhaven Villas, the school, and other buildings) protection from undesirable travelers.
- This should happen soon!
- THE ROAD GROWTH IN THIS AREA DEMANDS WIDENING TO ACCOMMODATE THE INCREASED TRAFFIC. THE BERM WILL BE AN IMPROVEMENT THAT WILL GREATLY AMELIORATE THESE ADVERSE IMPACTS. YOU MAY CONTACT ME AT RJTU TEN@COMCAST.NET PHONE: (801) 766-2089
- DON'T TRY TO INCORPORATE PATHS (BIKE/WALKING) ON SR-92. USE FRONTAGE ROADS OR DEVELOP OTHER TRAILS. DON'T PUT LANDSCAPING AS A DIVIDED MEDIAN!
- are you going to add lanes (up to 5 or 7) through the section of Highland where there are only 3 lanes? Will you need to purchase property on north and south of SR92 to accomplish additional lanes?
- Some want an express way along AR-92 which is not practical. We need to widen the road to handle volumes, but traffic lights are still required for communities along the road. Gone are the days of 6 minute drives from Alpine Hwy to I-5, but a 10 minute drive is acceptable.
- Please respond to my above questions
- With the Level of Traffic and More Lanes It would be great to have it planned out for great aesthetics and a pleasant drive--To the Right Thing
- This project will have a huge impact on our community. It can be the difference between an inviting, aesthetic, entrance to Lehi, Highland & Cedar Hills & Alpine or an eyesore. Please So the Right Thing!!
- A berm for residents would be nice--reduce noise We need this expansion ASAP. We should begin construction immediately
- Follow the Jordan River Parkway's example: Make a nice area for jogging & biking & walking. Place small pocket parks as land permits with drinking fountains and an occasional bathroom would be nice. Make sure landscaping is a top priority along with the widening/expansion.
- Need for safe place to bike/jog along corridor. I'd like to see a paved trail along the canal (or close by) up to the mouth of the canyon
- I know that many people in northern Utah County enjoy using trail systems. It would be nice to have a trail system \*\*parallel to SR-92\*\* 2. What about accommodating a Trax spur line to the mouth of the canyon? 3. It is good to try to plan coordination with various traffic departments. Thanks!
- Thank you for providing this opportunity!!!
- Please contact me
- Now at Micron "shift changes" the traffic going west of Micron facility on SR-92 is extremely slow & time consuming.
- Finish 92 from I-15 to Redwood Rd that will be better than 400 South Lehi
- Thank you! This road has needed attention for years - Wind or snow drift barriers at key points might help with safety in the winter. - Careful attention needs to be paid to the I-25 intersection.
- Must have bicycling trails each direction. Because of vehicle speeds, it would be good to have the trails off the side of the road instead of alongside the road (sharing) Also, we need to have a park-n-ride at the I-15 interchange and also before entering the canyon. Thank you Scott Hyatt--Highland
- ask the cycling community (Utah Vebo etc)
- MAJOR CONCERN--DO NOT FUNNEL STATE & FEDERAL TAXES FROM GASOLINE SALES TO GENERAL



STATE FUND. 100% OF TAXES FROM THESE SOURCES SHOULD GO TO TRANSPORTATION NEEDS. PLEASE TO NOT PLAN FREEWAY FROM HIGHLAND/ALPINE OFF RAMP TO A.R.CANYON!!

- Do it now.
- need drams w/ resistant landscaping For trail way 1-2 areas for parking cars & where buses can pick up, also name 1-2 restroom areas
- -sent emails to UDOT Thanks for listening
- **\*\*Please\*\*** NOT another Bangerter Hiway with a bunch of stop lights!
- I would like to see a bieing trail all the way from I-15 to at least the mouth of the canyon.
- Plan SR-92 as a MAJOR east-west corridor to get people through the area.
- Consider putting in either double-lane or triple-lane round-a-bouts. You have access to the land to do this. The round-a-bouts will de-congest the traffic, they will moderate the speed limits closer to what the state would desire, it would eliminate the need for traffic police, but mainly it will keep the traffic ALWAYS moving and not backing up traffic as do the traffic signals.
- A dedicated bike path adjacent to SR-92 would be great.
- A bike lane would be nice all along SR 92
- Thanks for listening.